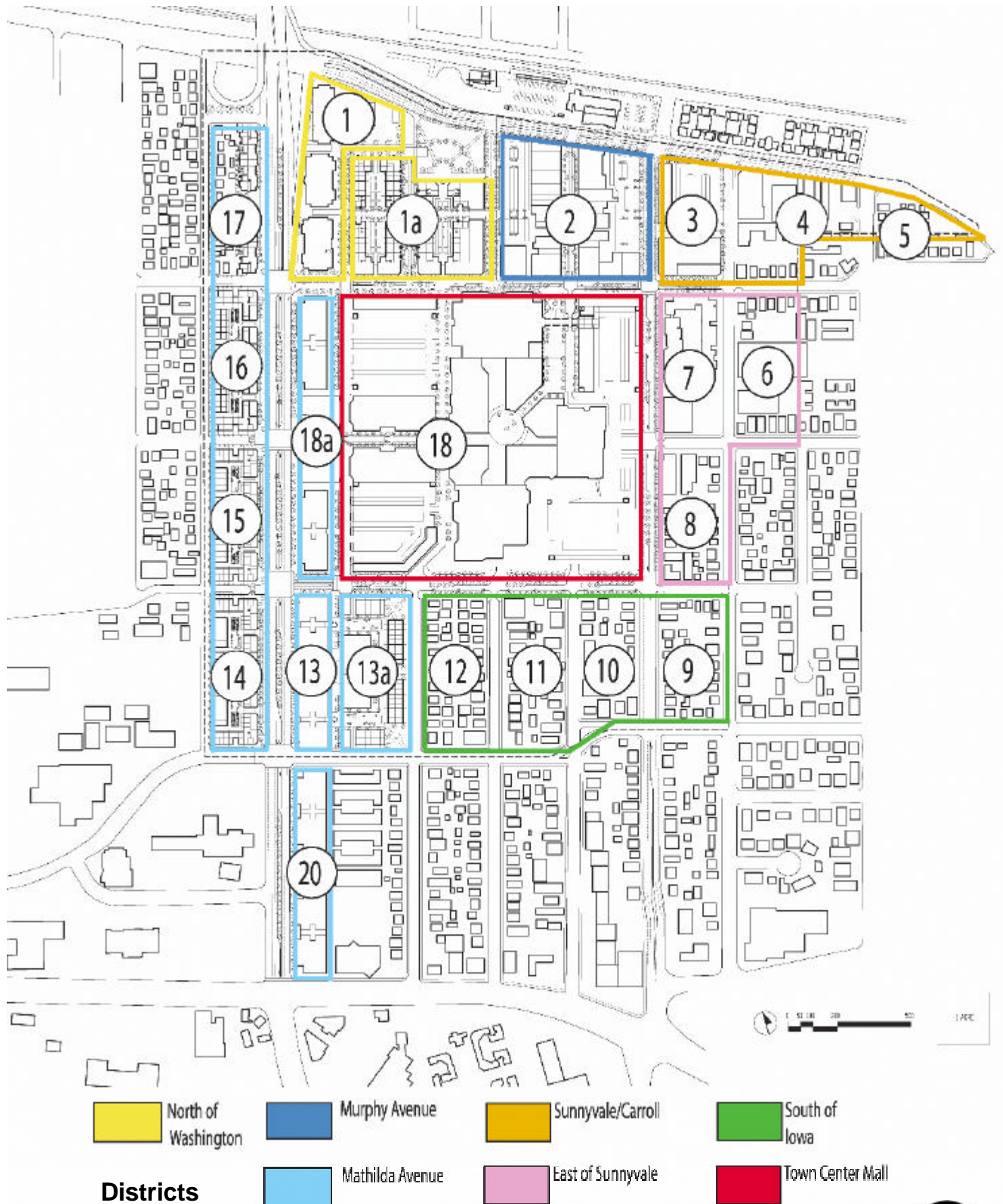


Downtown Districts

The Urban Design Plan generally follows the existing specific plan's district definitions, with a few exceptions. The existing North of Washington district (Block 1) is divided into two sub-districts to draw a distinction between the Mozart office project (Block 1), and the Town and Country Village site (Block 1a). The existing East Evelyn/Carroll district (Blocks 3, 4, 5, 6, 7, 8) is divided into two districts, the Sunnyvale/Carroll district (Blocks 3, 4 and 5) and the East of Sunnyvale district (Blocks 6, 7, and 8), to acknowledge the proposed use change on Block 3 and its relationship to Blocks 4 and 5 north of Washington. Finally, the Mathilda Avenue district (Blocks 13, 14, 15, 16, 17, and 18a) is divided into three sub-districts, West of Mathilda (Blocks 14, 15, 16, and 17) with its predominantly residential character, East of Mathilda (Block 18a) with its predominantly office character, and the Superblock (Blocks 13, 13a) with its mixed-use potential and its relationship to residential neighborhoods to the east. Figure 5.1 illustrates district boundaries.





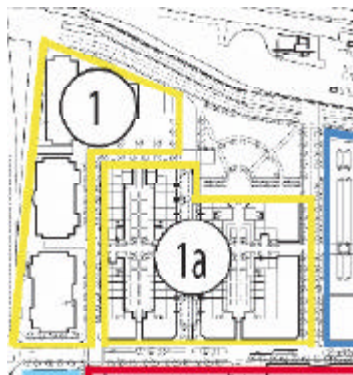
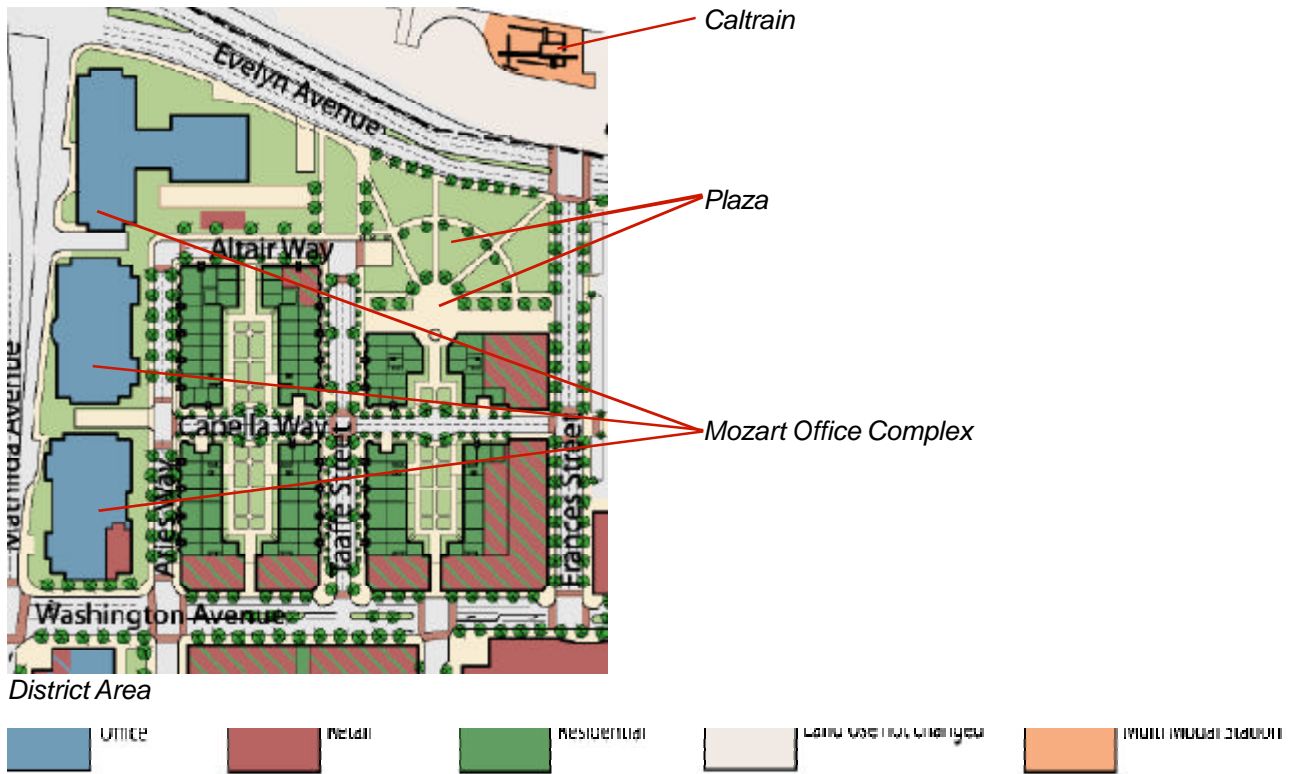
Districts

Figure 5.1

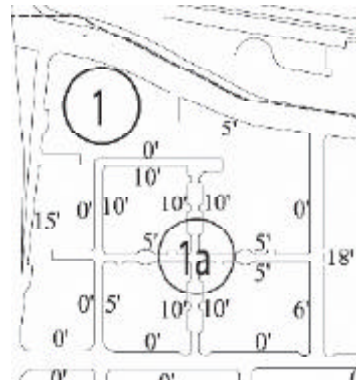
North of Washington District – Mozart Office Project (Block 1). The Mozart Office Project adds approximately 450,000 sf of office space and 10,000 sf of retail space to the downtown mix, and serves as an important anchor at the northwestern portion of the downtown. Mozart establishes office presence and address on the eastern side of Mathilda, suggesting future development of similar density and use on the east side of Mathilda south to Olive and beyond.

Uses:	Office, Service Retail.
Density:	Office: 450,000 sf. Service Retail: 10,000 sf.
Height Limit:	125 feet/nine stories.
Parking:	Office: Private, below-grade structure, with entrances on Evelyn, Aries, Mathilda.
Setbacks/Easements:	See setbacks and easements figure.
Special Design Features:	Gateways: Provide a district gateway element at the intersection of Mathilda and Washington.





District Boundaries

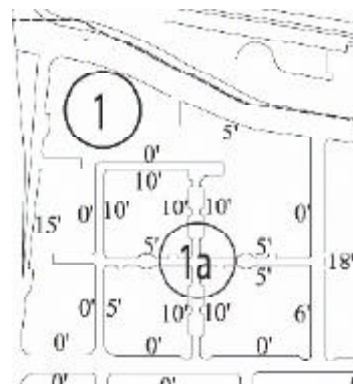
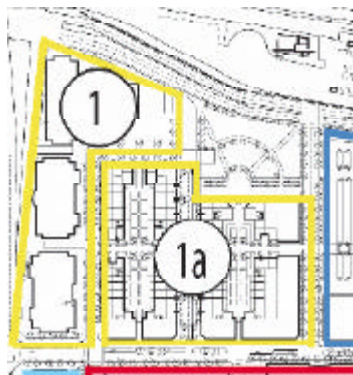
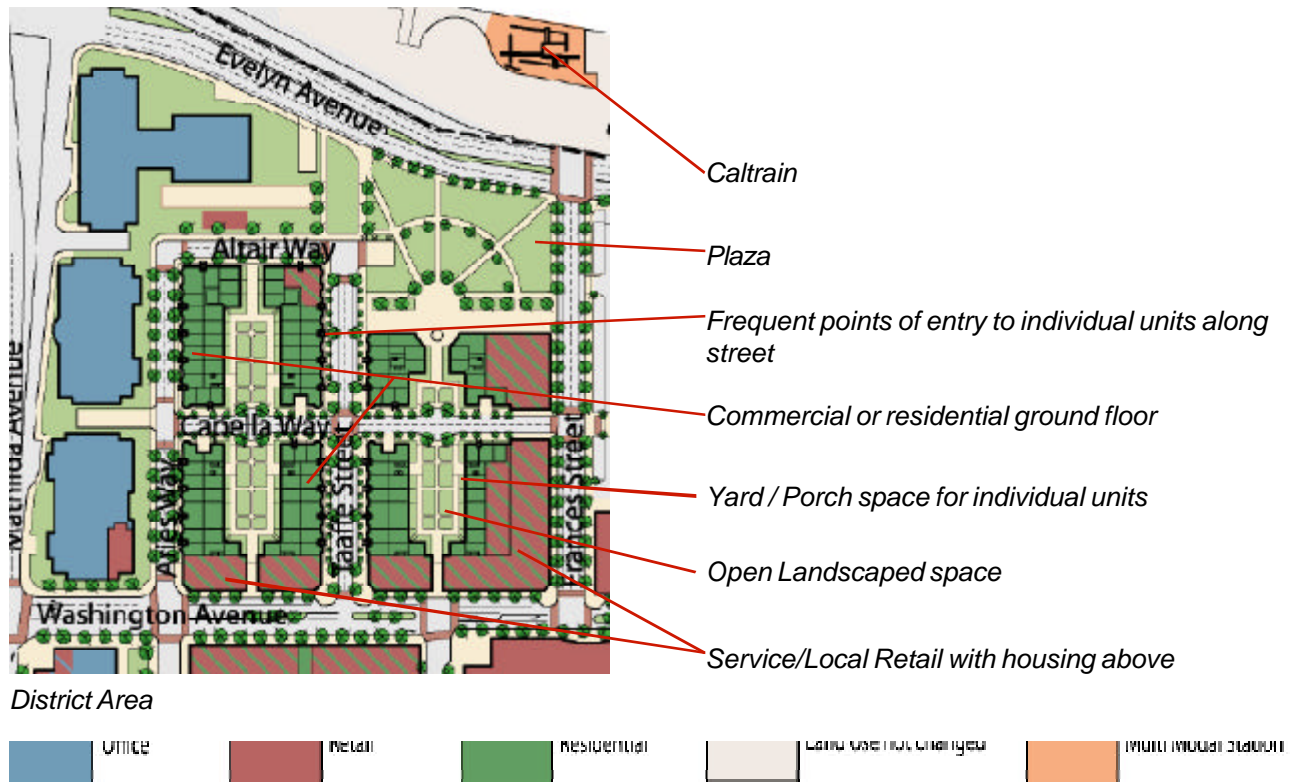


Setbacks and Easements

North of Washington District - Town and Country Village Site (Block 1a). Bounded by the Mozart Office Project on the west, the Evelyn plaza on the north, the Murphy Avenue entertainment district on the east, and Town Center Mall on the south, the Town and Country Village site can absorb relatively high-density development with minimal adverse impact on its surroundings. Its close, convenient location to the Caltrain station and the Evelyn plaza, and the intimately scaled character and charm of its streets makes this site ideal for housing development. Washington and Frances, the south and east boundary streets, are ideal locations for service retail, reinforcing Washington as a service retail destination and energizing the west side of Frances from Washington to the Evelyn plaza.

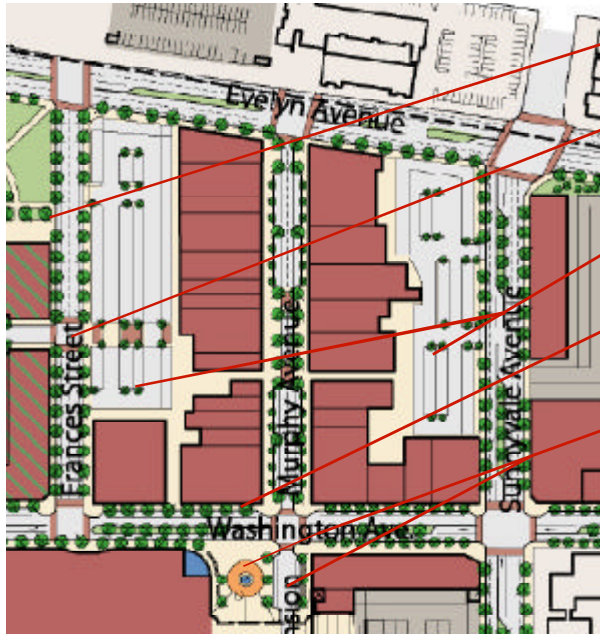
Uses:	High Density Residential, Service Retail.
Density:	Residential: 88 units/acre. Retail: 52,500 sf of street level space.
Height Limit:	Residential: 100 feet/eight stories.
Parking:	Residential Parking. Private, two levels below-grade structured parking with entrances on Capella. Residential Parking Ratio: 2 spaces for 2-bedroom units and above, proportionally lower for units less than 2-bedroom, with a minimum of 1.75 spaces for smaller units. Retail Parking: Parking district, located under the Evelyn plaza and on other blocks.
Setbacks:	See Setbacks and Easements Figure.
Special Design Features:	Building Massing: Maintain open sight lines through public or private landscaped courtyards connecting the Evelyn plaza to Washington. Retail Frontage: Provide full retail frontage on Washington and Frances. Flexible Street Level Space: Provide minimum 16'-0" floor-to-floor height at street level residential/retail space; street level residential space to be flexible space to convert to retail or live/work units. Townhouses/Street Entries: Provide two-level townhouses with individual entries facing Aries and Taaffe. Public Open Space: Maintain the Capella right-of-way between Aries and Frances. Maintain the Taaffe right-of-way between Aries and Capella. Maintain the Taaffe extension between Capella and Washington. Pedestrian Linkages: Provide an enhanced pedestrian linkage along Capella and across Frances, linking the residential use with the Murphy Avenue district.





Murphy Avenue District (Block 2). Block 2 possesses a charm and character unique to the City of Sunnyvale. Containing predominantly local independent restaurant and entertainment uses, Murphy Avenue is a popular lunchtime destination and hosts a weekend farmer's market and periodic community events. Murphy Avenue is an important downtown asset and the new plan seeks to capitalize on its success by extending Murphy south into the Town Center Mall district (Block 18).

Uses:	Restaurant/Entertainment, Office.
Density:	Restaurant/Entertainment: 170,891 sf. Office: 80,000 sf.
Height Limit:	36 feet/three stories.
Parking:	Retail Parking: Parking district, surface.
Setbacks/Easements:	See Setbacks and Easements Figure.



Establish pedestrian link to plaza below grade parking

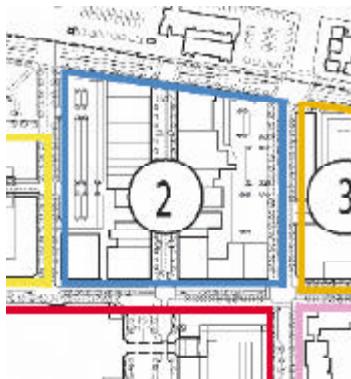
Establish pedestrian crossing at Capella Way

Retain surface parking lots to maintain existing use patterns

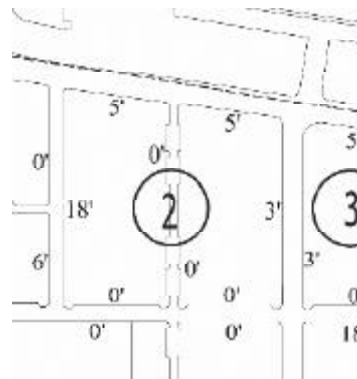
Make improvements to Washington Ave. including medians, street trees and sidewalks

Establish new plaza at Murphy extension

District Area



District Boundaries



Setbacks and Easements

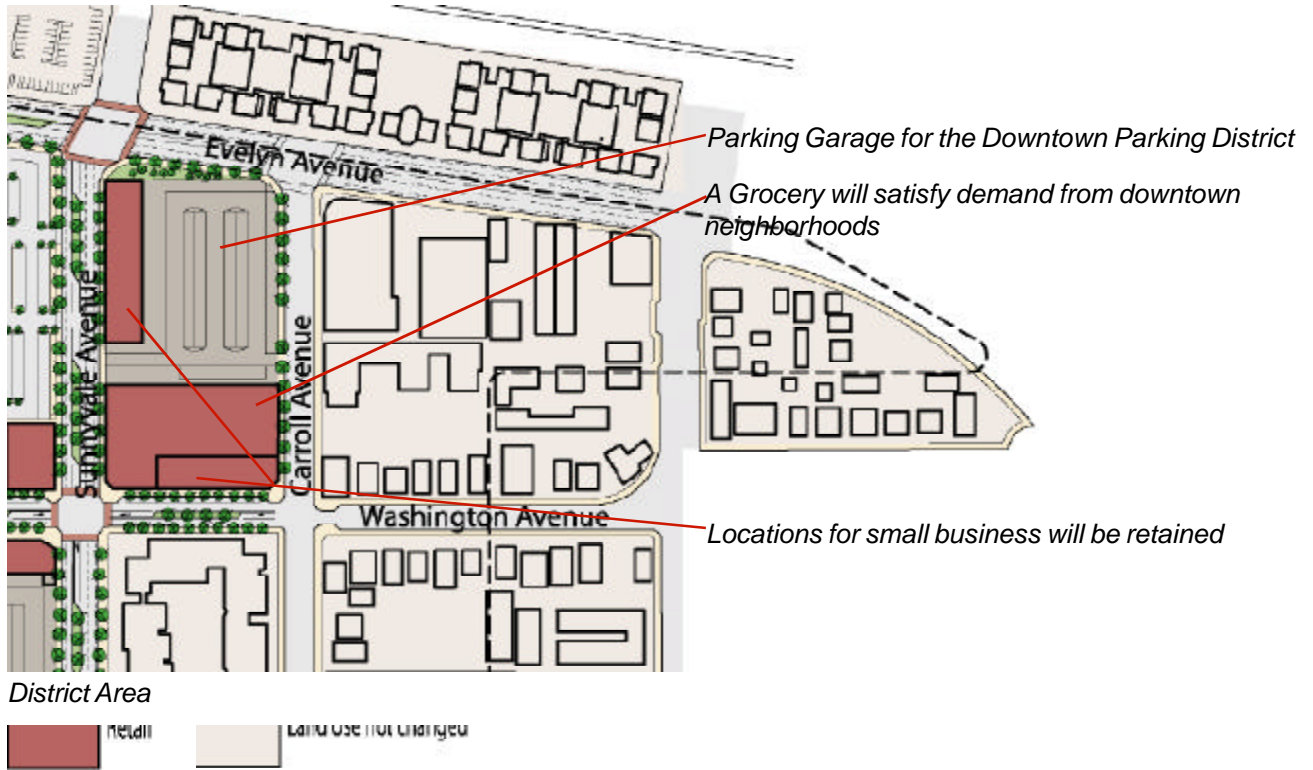
Sunnyvale/Carroll District (Blocks 3, 4, 5). Block 3, bounded by Sunnyvale, Carroll, Evelyn and Washington, is particularly accessible by car from important arterials, giving it potential as a receiver site for local service retail, a specialty grocery store, and a district parking structure. The new plan therefore proposes these uses when future market conditions are favorable and when parking district demand requires additional parking to support North of Washington development.

Uses (Block 3):	Service Retail; Specialty Grocery; District Parking.
Density:	Service Retail: 27,000 sf Specialty Grocery: 35,000 sf. District Parking Structure: Four levels, one level at grade, three levels above grade, 500 parking spaces.
Height Limit:	50 feet/four stories
Parking:	Retail Parking: Parking district, above-grade structure.
Setbacks/Easements:	See Setbacks and Easements Figure.
Special Design Features:	Gateways. Provide residential gateway elements at the intersection of Carroll and Washington.

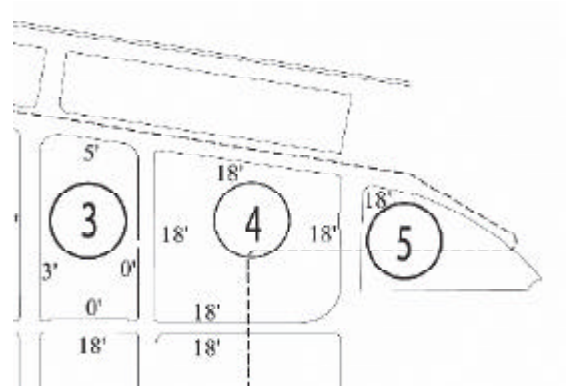
Blocks 4 and 5, bordered by Carroll, Evelyn and Washington, and intersected by Bayview, form the northeastern portion of the downtown and are chiefly residential in character, although Block 4 contains retail use. The new plan proposes to continue high-density residential development on these blocks in concert with a City-managed process to study a reduction in density on the portion of Block 4 that fronts Washington, and a reduction of the existing height limit on all portions of Blocks 4 and 5 from 50 feet/four stories to 40 feet/three stories.

Uses (Blocks 4 and 5):	Low/Medium and High-Density Residential
Density:	Block 4: 55 units/acre generally; Townhouse density is proposed on Washington frontage, typically 20-24 units per acre. Block 5: 40 units/acre.
Height Limit:	40 feet/three stories
Parking:	Block 4: Private, below-grade or above-grade structures. Block 5: Private, below-grade or above-grade structures. Residential Parking Ratio: 2 spaces for 2-bedroom units and above, proportionally lower for units less than 2 bedroom, with a minimum of 1.75 spaces for smaller units.
Setbacks/Easements:	See Setbacks and Easements Figure.
Special Design Features:	Gateways. Provide residential gateway elements at the intersection of Carroll and Washington, as mentioned in the Block 3 discussion.





District Boundaries

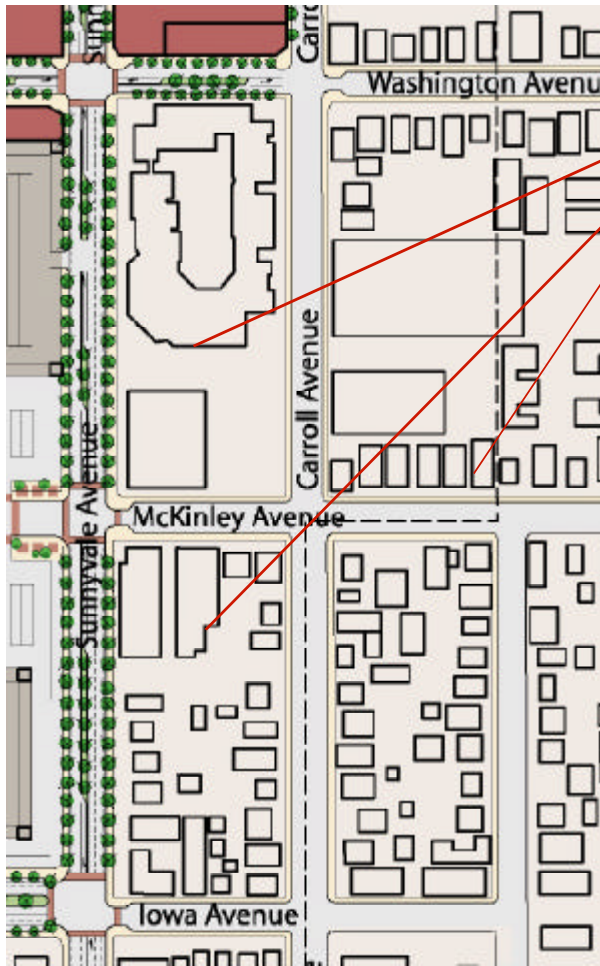


Setbacks and Easements

East of Sunnyvale District (Blocks 6, 7, 8). Blocks 6, 7, and 8 are bordered by Sunnyvale, Washington, Carroll, and Iowa. These blocks are chiefly residential in character. The new plan proposes to continue high-density residential development on Blocks 6 and 7 in concert with a City-managed process to study a reduction in density on portions of Block 6 that front McKinley and Washington. The plan also proposes to continue low and low/medium-density development on Block 8.

Uses:	High-Density Residential (Blocks 6, 7); Office/Retail (Block 7); Single-Family, Low, and Low/Medium-Density Residential (Block 8).
Density:	Block 6: 42 units/acre generally; Townhouse density is proposed on Washington and McKinley frontages, typically 20-24 units per acre. Block 7: 28 units/acre (residential) generally; lower density on McKinley frontage; Office: 36,000 sf. Retail: 14,000 sf. Block 8: 12 units/acre.
Height Limit:	Block 6: 40 feet/three stories. Block 7: 50 feet/four stories. Block 8: 30 feet/two stories.
Parking:	Block 6: Private, below-grade or above-grade structures. Block 7: Private, below-grade structure or surface. Block 8: Private, below-grade structure or surface. Residential Parking Ratio: 2 spaces for 2-bedroom units and above, proportionally lower for units less than 2-bedroom, with a minimum of 1.75 spaces for smaller units.
Setbacks/Easements:	See Setbacks and Easements Figure.
Special Design Features:	Gateways. Provide residential gateway elements at the intersection of Sunnyvale and McKinley, and at the intersection of Sunnyvale and Iowa.



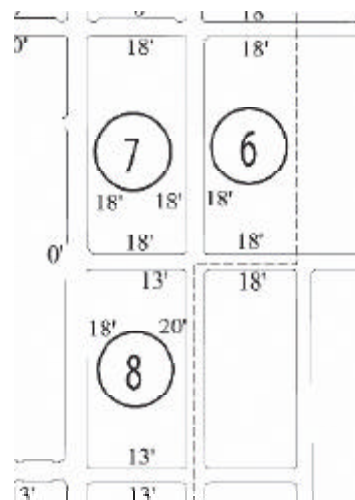


Land uses are consistent with the 1993 Specific Plan

District Area



District Boundaries

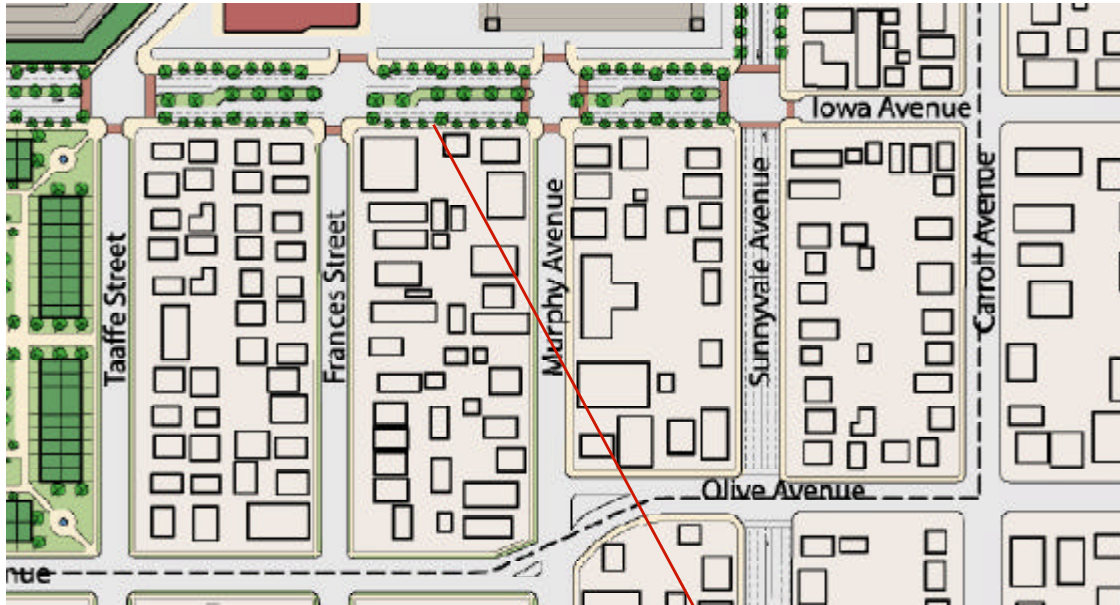


Setbacks and Easements

South of Iowa District (Blocks 9, 10, 11, 12). Blocks 9, 10, 11, and 12 are important buffer blocks, bordering the southern boundary of Town Center Mall and forming a transition between the mall and the single-family Heritage Housing District located between Olive and El Camino Real. The new plan proposes no changes to the existing specific plan, maintaining the low/medium and medium-density residential program for future development. The Block 10 program also includes a modest amount of service office/retail uses and a small high-density residential parcel.

Uses:	Low/Medium-Density Residential; Medium-Density Residential; Service Office/Retail; High-Density Residential.
Density:	Block 9: 20 units/acre. Block 10: 17 units/acre (residential). Block 11: 14 units/acre. Block 12: 14 units/acre.
Height Limit:	Block 9: 30 feet/two stories. Block 10: 30 feet/two stories; 50 feet, four stories (at high-density parcel). Block 11: 30 feet/two stories. Block 12: 30 feet/two stories
Parking:	Block 9: Private, below-grade structure or surface. Block 10: Private, below-grade structure or surface. Block 11: Private, below-grade structure or surface. Block 12: Private, below-grade structure or surface. Parking Ratio: 2 spaces for 2-bedroom units and above, proportionally lower for units less than 2-bedroom, with a minimum of 1.75 spaces for smaller units.
Setbacks/Easements:	See Setbacks and Easements Figure.
Special Design Features:	Gateways: Provide residential gateway elements at the intersections of Iowa and Sunnyvale, Iowa and Murphy, Iowa and Frances, and Iowa and Taaffe.



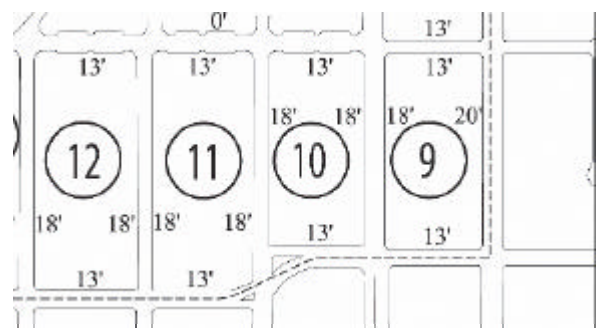


District Area

Improvements on Iowa Avenue will distinguish the commercial core from residential areas to the south.



District Boundaries



Setbacks and Easements

Mathilda Avenue District (Superblock - Block 13 and 13a). Block 13, bounded by Mathilda, Iowa, Taaffe and Olive, has potential for a mixed-use development containing office and residential. Block 13a office use fronts Mathilda Avenue and continues the proposed office development along the east side of Mathilda, originating from the Mozart project to the north. The height limit on Block 13a is proposed to be increased from 50 feet/three stories to 100 feet/six stories. Block 13 residential use fronts Taaffe, preserving its residential character. Although the existing height limit on Block 13 is 50 feet/three stories, residential development is encouraged to be medium density with a height limit of 30 feet/two stories.

Uses:	Office; Service Retail; Medium Density Residential.
Density:	Block 13: Office: 240,000,000 sf ; Service Retail: 10,000 sf Block 13a: Office: 60,000 Residential: 35 units/acre.
Height Limit:	Block 13a: 100 feet/six stories. Block 13: 50 feet/four stories.
Parking:	Office: Private, below-grade structure. Residential: Private, below-grade structure. Parking Ratio: 2 spaces for 2-bedroom units and above, proportionally lower for units less than 2- bedroom, with a minimum of 1.75 spaces for smaller units.
Setbacks and Easements:	See Setbacks and Easements Figure.
Special Design Features:	Building Massing: Stepped massing, six stories maximum on the western side (Block 13a), three stories maximum on the remainder except two stories maximum on the Taaffe frontage (Block 13).



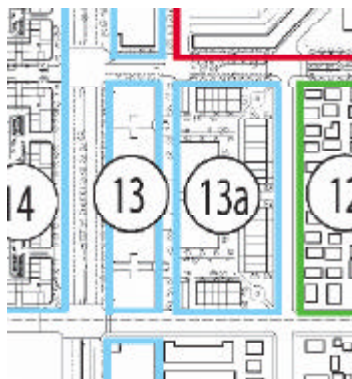


Housing and corner parks help define Taaffe as a residential street

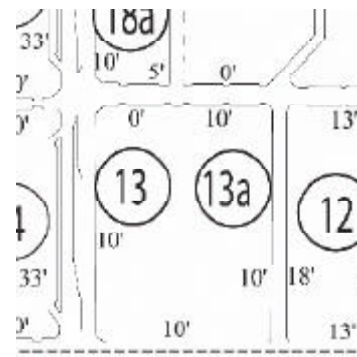
Internal gardens provide semi-public space for residents and office workers

Significant landscaped open space provided along Mathilda Avenue

District Area



District Boundaries



Setbacks and Easements

Mathilda Avenue District (West of Mathilda - Blocks 14, 15, 16, 17). Blocks 14, 15, 16, and 17, bordering the western side of Mathilda between Evelyn and Olive, have potential (along with Block 18a) to establish for Mathilda a unique character and identity. Because of their proximity to the single-family residential neighborhood west of Charles, the new plan proposes residential use for these sites (Blocks 14, 15, 16 are currently zoned for office use; Block 17 is currently zoned for high-density residential). Higher densities are reserved for the Mathilda frontages stepping down to lower densities on the Charles frontages to relate in scale and character to the existing Charles neighborhood. Recommendations also propose that the City manage a process to study a reduction of the existing residential density and existing height limit on the portion of Block 17 that fronts Charles Avenue.

In order to address the considerable length of each of these sites, the new plan proposes that residential development be separated at mid-block by a break, dividing each block into two potential developments. Service access and access to below-grade parking is restricted to Washington, McKinley and Iowa. Units fronting Charles are restricted to two-story townhouse units with individual entrances, simulating single-family units, activating and animating the street. The Mathilda frontage fronts a “local lane”, a single, 15’ wide southbound lane with an 8’ wide parallel parking lane that is separated from the southbound through lanes on Mathilda by a 7’ planted median. This local lane, parallel parking lane, and median form a buffer between the residential construction and busy Mathilda traffic, as well as create a unique sense of address for the developments.

Special consideration is given to Block 17. Predominantly single-family in character, the new plan proposes to continue high-density residential development on the eastern half in concert with a City-managed process to study a reduction on the western half to low-density residential.

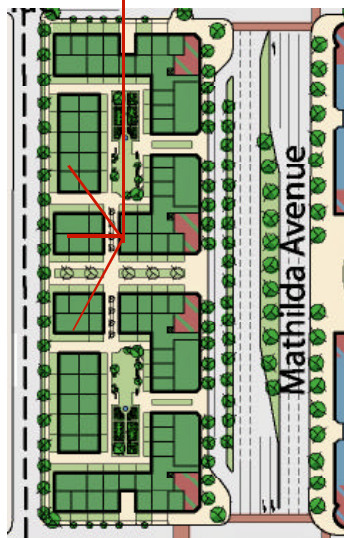
Uses:	High Density Residential, Low-Medium Density Residential, Service Retail
Density:	Block 14: 51units/acre Block 15: 62units/acre Block 16: 52units/acre Block 17: 20units/acre
Height Limit:	Block 14,15,16,17: 50 feet/four stories on the Mathilda frontage, stepping down to 30 feet/two stories on the Charles frontage.
Parking:	Block 14,15,16,17: Private, below-grade structure. Parking Ratio: 2 spaces for 2-bedroom units and above, proportionally lower for units less than 2-bedroom, with a minimum of 1.75 spaces for smaller units.



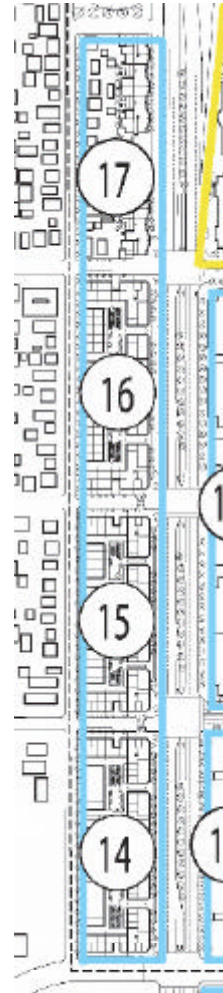
Building height on Mathilda Avenue reaches 4 stories while height on Charles Avenue is limited to two stories.

Townhomes facing Charles Avenue have front yards with entries to individual units

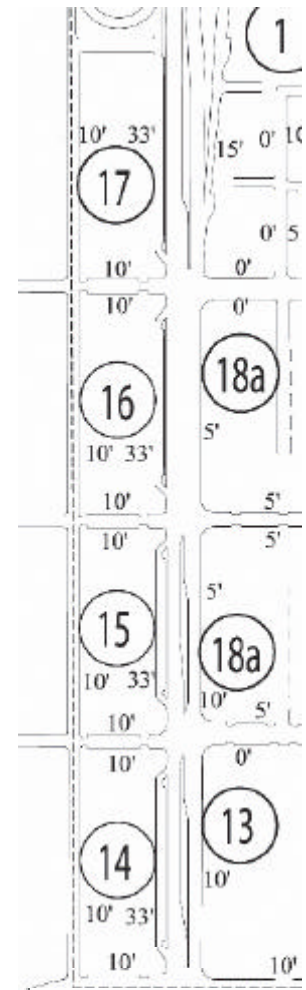
The scale of the buildings are reduced on Charles Avenue.



Housing Prototype for blocks 14,15,16



District Boundaries



Setbacks and Easements

Setbacks and Easements:

See Setbacks and Easements Figure.

Special Design Features:

Building Massing: Stepped massing, four stories maximum on the Mathilda frontage, two stories maximum on the Charles frontage.

Local Lane: One 15' wide lane, southbound, with an 8' wide parking lane and a 7' wide planted median. Ingress to and egress from the local lane occur at cuts through the median at intersections.

Mathilda Avenue District (East of Mathilda - Block 18a). Block 18a, bordering the eastern side of Mathilda between Washington and Iowa and intersected by a newly-proposed extension of McKinley, has potential as a receiver site for the continuation of office development begun with the Mozart project on Block 1. Two office sites are proposed, one north and one south of McKinley. Combined with the proposed office development on the Block 13a site, the east side of Mathilda from Evelyn to Olive would become an office address for the downtown, and would provide uses consistent with Mathilda Avenue's proposed role as an important, place-making downtown boulevard. In addition, the new plan proposes a special shared parking arrangement whereby office parking would be provided in above-grade, public parking structures located on Block 18. This shared arrangement would provide parking efficiency for district retail uses on evenings and weekends. Office developers would share in the costs of existing or expanded parking district resources to the extent these resources are utilized. If office development required additional parking, private below-grade parking on the office sites would be available as an option.

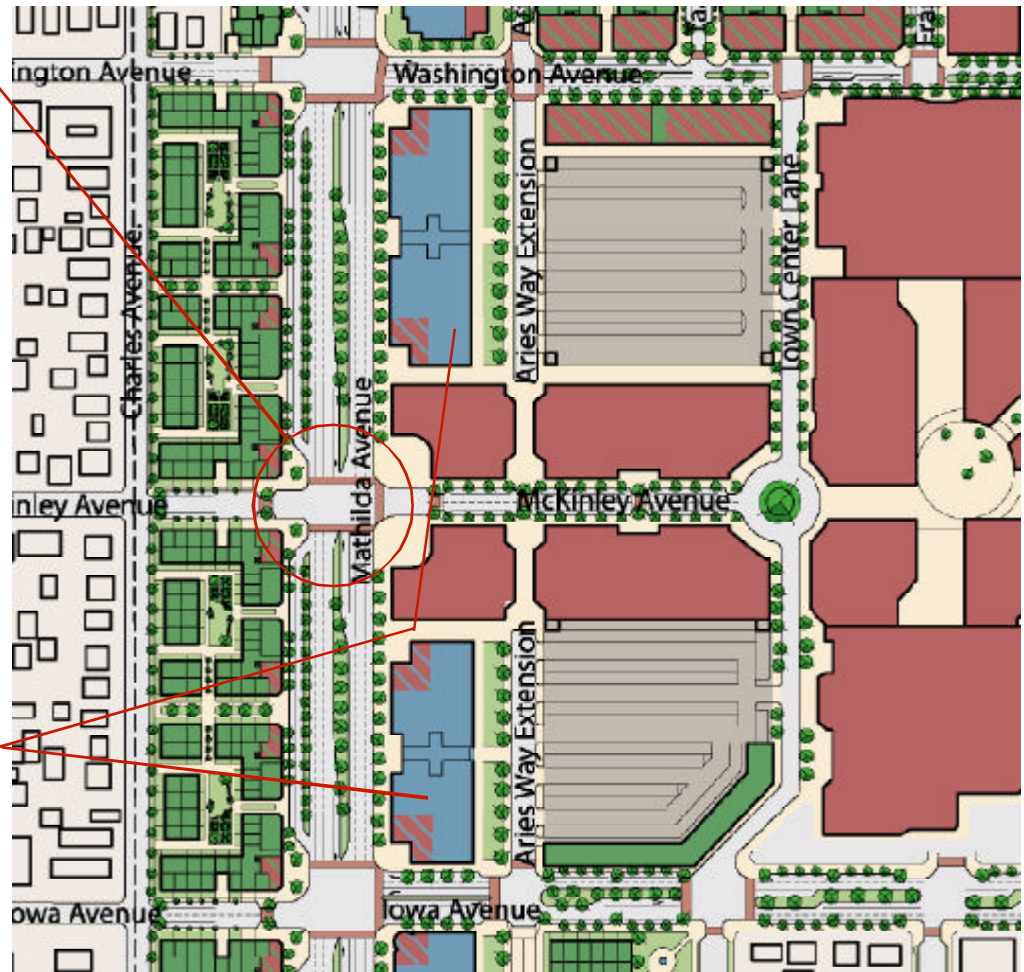
The new McKinley segment, extending between Mathilda and Town Center Lane, will be fronted by new mall shops, creating a retail presence on Mathilda and serving as a lead-in to the mall's existing western entry at Town Center Lane.

Uses:	Office; Retail
Density:	Office: 308,000 sf Retail (located in office developments): 10,000 sf Retail (Town Center Mall): amount accounted for in block 18 values
Height Limit:	100 feet/six stories.
Parking:	Office: Shared parking with parking district structure. Retail: Parking district structure
Setbacks/Easements:	See Setbacks and Easements Figure.

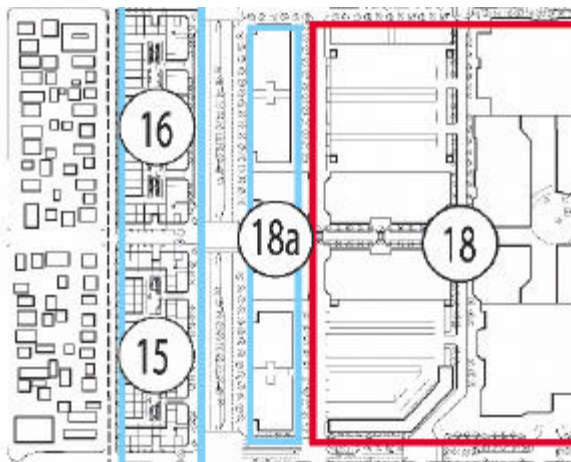


The extension of McKinley to Town Center Lane creates a real intersection at Mathilda Avenue.

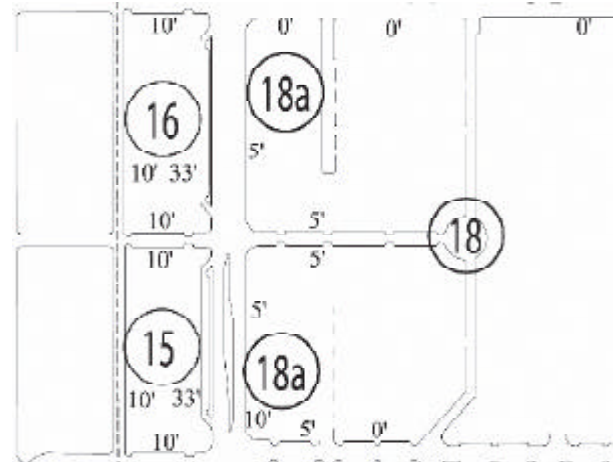
The two office sites are intended to satisfy future demand.



District Area



District Boundaries



Setbacks and Easements

Town Center Mall District (Block 18). Block 18 contains the mall, department stores and parking district parking structures. Key to the overall health and vitality of the downtown, the mall recently has obtained approval to expand.

Current entitled mall improvements include the addition of new retail space west of the existing mall shops, situated on either side of a pedestrian-only extension of McKinley between Town Center Lane and Mathilda. In order to create space for this expansion, portions of the existing parking structure will be demolished. The McKinley pedestrian spine provides access to the street level retail and reinforces the mall's western entrance on Town Center Lane. New retail space includes a cinema located on an upper level, and sites for large-format retail at street level. The cinema bridges over roughly one half of the McKinley pedestrian spine, forming a lid that shuts out natural daylight.

The Urban Design Plan recommends some changes to the mall's planned expansion, consistent with new directions recently proposed by the mall. In an effort to reconstitute some of the downtown's former rights-of-way eliminated when the mall was built, the plan proposes a new, two-lane vehicular right-of-way at the McKinley extension with parallel parking at each curb and wide sidewalks fronting street level retail space. The plan also proposes a reconfiguration of the upper level cinema to greatly reduce the lid over McKinley. Additionally, the plan proposes new service and parking structure access drives between development sites located on Block 18a and parking structures west of the mall. Finally, the plan proposes a new organization of the mall's public spaces to strengthen the connection through the mall between the McKinley extension and the Murphy extension.

Recent mall plans propose locating the cinema on a third level over current mall tenant space, freeing the McKinley extension from the overhead lid. The mall also proposes to make the McKinley extension two lanes, going one way eastbound to facilitate movement to the adjacent parking structures, with diagonal parking on each side rather than parallel parking. Finally, the mall proposes the addition of 200 units of multi-family housing and required parking. 100 units are located on the Washington frontage between Aries and Town Center Lane, starting at the level above the new retail, and 100 units are located on the Iowa frontage between Aries and Town Center Lane, starting at ground level.

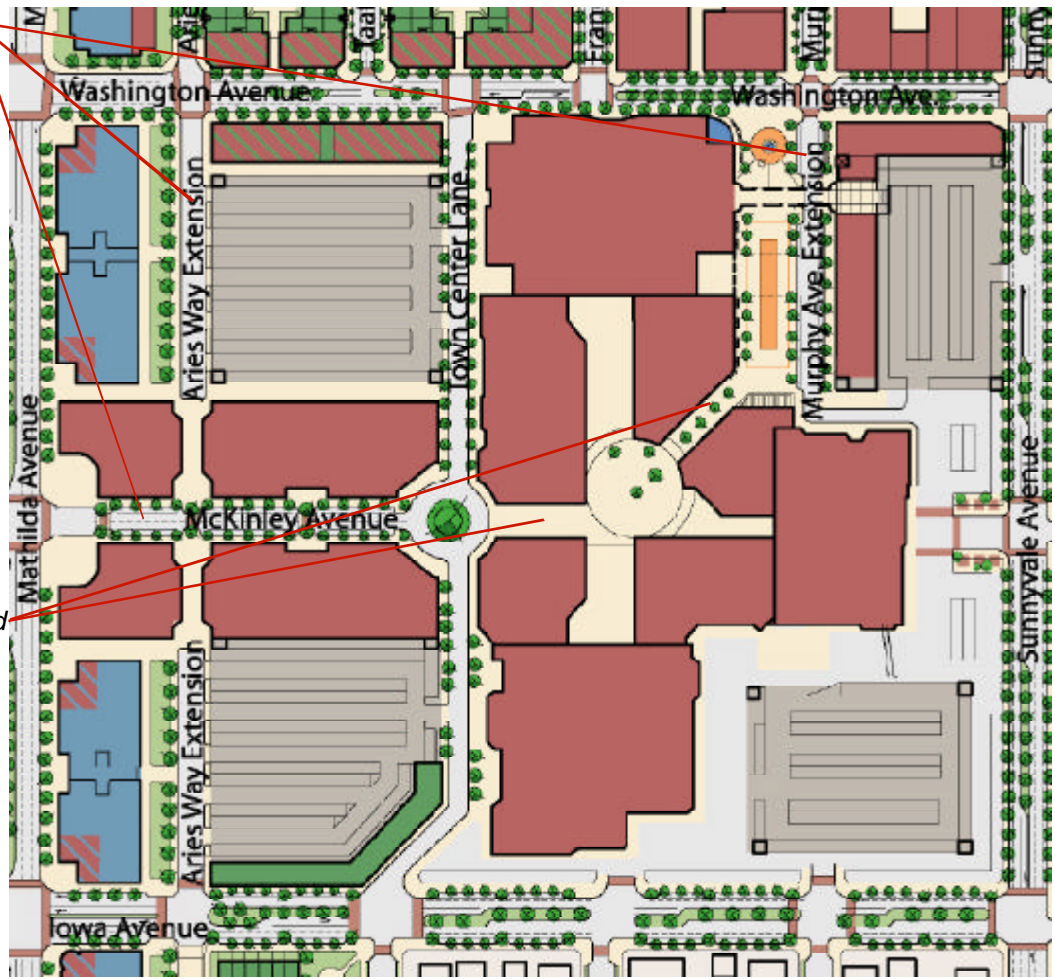
Parking structures are identified as Structure A, B, C, and D. Structures A and B are located west of the mall, fronting Block 18a between Washington and Iowa. Structures C and D are located east of the mall, fronting Sunnyvale between Washington and Iowa. Structures A and B are surrounded by retail and office development and are chiefly accessed from Town Center Lane. The plan proposes to demolish and rebuild A and B. Structure A is set back from Washington to permit construction of retail space fronting Washington between Mathilda and Town Center Lane. In addition, capacity is increased to permit a shared parking arrangement with the new office site proposed on the northerly portion of Block 18a. Structure B capacity is likewise increased to permit a shared parking arrangement with the new office site proposed on the southerly portion of Block 18a.

Structures C and D front Sunnyvale and are chiefly accessed from Iowa and Sunnyvale. Structure D is new and is currently in operation. The plan proposes some design revisions to Structure C to provide new retail space on Washington and the Murphy extension, and to increase parking capacity.

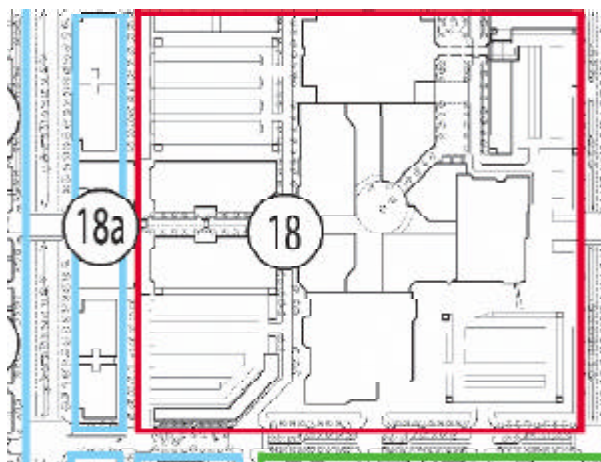


The extension of McKinley Avenue, Murphy Avenue and Aries Way into block 18 helps reconnect the mall with the surrounding city fabric.

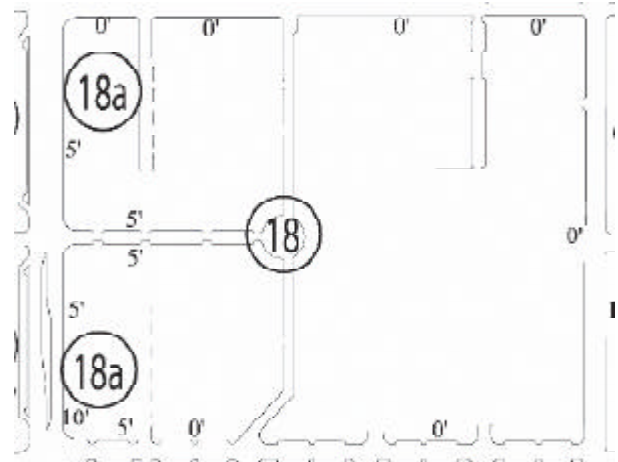
The renovated mall should reinforce the pedestrian connection between McKinley Avenue and Murphy Avenue.



District Area



District Boundaries



Setbacks and Easements

Uses:	Regional Retail; Department Store Retail; Entertainment Retail; Cinema; High Density Residential; District Parking
Density:	Retail/Entertainment: 1,000,000 sf Residential: 200 units.
Height Limit:	75 feet/five stories
Parking:	Retail: Parking district, above-grade structure. Residential: Private, below-grade structure. Parking Ratio: 2 spaces for 2-bedroom units and above, proportionally lower for units less than 2- bedroom, with a minimum of 1.75 spaces for smaller units.
Setbacks/Easements:	See Setbacks and Easements Figure.



Architectural Guidelines

The 1993 Downtown Specific Plan identifies architectural design guidelines for each district. These guidelines address the following:

General District Character
 Roof Treatments
 Minimum Lot Size/Building Setbacks/Maximum Building Height
 Building Materials and Colors
 Landscaping/Open Space/Plazas
 Parking and Access.

The Urban Design Plan makes no specific architectural design recommendations for districts or individual building types other than for setbacks, height limits, and parking resources. However, several general architectural guidelines are recommended.

Respect Context. The existing specific plan recommends adopting a Mediterranean design theme in certain areas, such as the East Evelyn/Carroll District, and encourages warm weather design elements not necessarily unique to Mediterranean architecture like porches, balconies, and courtyards. However, the new plan encourages projects to seek and establish an architectural character that respects Sunnyvale's historic downtown assets. Commercial buildings in the Murphy Avenue Heritage Landmark District, homes in the Taaffe-Frances Heritage Housing District, and individual structures on the Sunnyvale Cultural Resources Inventory offer design direction.

Preserve the Downtown Block Structure. Town Center Mall interrupts the existing structure of the street and sidewalk system, disconnecting districts from one another. Maintain the existing grid pattern typical of Sunnyvale's downtown street system to reinforce and promote extensions across district boundaries.

Maintain the Street Edge. Pedestrian interest in commercial areas benefits from buildings that have a well-defined street presence. Develop building massing to maintain a recognizable enclosure of space within the rights-of-way, particularly in the commercial core north of Iowa and along both sides of Mathilda between Evelyn Avenue and El Camino Real.

Promote Outward Orientation. Street and sidewalk activity is energized by active uses. Incorporate street-oriented retail or restaurant accessory uses fronting commercial streets in office and residential projects wherever feasible. Locate all on-site parking below-grade or behind active uses. Provide entrances to individual street-level residential units in multi-family projects. Provide window displays and views into active retail, entertainment, and commercial uses. Avoid creating blank street level façades as evidenced at Town Center Mall and its department stores.

Reinforce Street Corners. Street intersections are energized by active uses at building corners. Give special attention to corners, locating retail entrances, displays, and special design features to enhance downtown intersections.

Locate Upper Level Entrances at Mid-Block. Corners are important locations for uses that generate activity. Locate less active uses, such as lobby entrances to upper level spaces, at mid-block.

Design with Quality Materials. Promote the use of high quality materials such as brick, stone, terra cotta, natural wood, portland cement plaster, and clear or tinted glass. Avoid the use of highly reflective glass, dryvit, and synthetic materials.



Design for the Evening. Downtown commerce and entertainment are daytime and nighttime activities. The mall's proposed new cinema addition can be a catalyst for further development of nighttime uses within the commercial core. Dining and entertainment uses on Murphy Avenue and the Murphy extension will be able to capitalize on the evening population generated by the cinema. An improved tenant mix within the mall, including large format book stores, bistros, and cafes, can also generate evening population.

Downtown housing contributes to daytime and nighttime activity as residents come and go. By creating more eyes on the street, housing can also improve safety. The concentration of housing in the North of Washington area will infuse this district with new pedestrian activity, potentially benefiting businesses on Washington and Murphy. Likewise, the concentration of housing on the west side of Mathilda Avenue will infuse Mathilda with pedestrian population even as office buildings on the east side begin to quiet down at the end of the work day. The east side of Mathilda will be further activated by the presence of new mall retail venues at the new McKinley intersection. At this location, the plan proposes small scale plazas, both north and south of McKinley, where active retail uses can spill out to the exterior. In addition, the Mathilda office buildings are encouraged to provide some retail use at the first floor fronting the street.

Architectural design guidelines propose to improve pedestrian street lighting on all streets within the downtown area to make pedestrian linkages between housing/parking resources and commercial resources well-lit. Tall, widely spaced vehicular light poles illuminate streets for traffic safety but do not necessarily address the pedestrian scale. Shorter, moderately spaced pedestrian light poles are required to create the kind of uniform lighting that makes sidewalks inviting.